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TIME-TABLE.

WEEK DAYS

Stations	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton
Kowloon	8.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10
Yau Ma Tei	8.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	9.02	9.36	10.41	12.11	1.36	4.56	5.51	7.31
Tai Po	9.18	9.49	10.54	12.24	1.49	5.09	6.04	7.44
Tai Po Market	9.21	9.53	10.58	12.28	1.53	5.13	6.08	7.48
Fanning	9.28	10.03	11.05	12.35	2.03	5.24	6.19	7.58
Shuanghui	9.36	10.07	11.09	12.43	2.11	5.32	6.27	8.06
Shumchun	9.43	10.13	11.16	12.50	2.18	5.39	6.34	8.13

Stations	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton
Shumchun	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Shuanghui	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanning	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Tai Po Market	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Tai Po	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yau Ma Tei	8.12	8.56	11.30	12.34	3.50	5.08	6.03	6.58
Kowloon	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

Stations	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton
Kowloon	8.40	9.15	10.30	12.00	2.22	5.29	7.10	
Yau Ma Tei	8.50	9.24	10.39	12.09	2.31	5.38	7.19	
Shatin	9.02	9.36	10.41	12.11	2.41	5.51	7.31	
Tai Po	9.18	9.49	10.54	12.24	2.56	6.05	7.44	
Tai Po Market	9.21	9.53	10.58	12.28	3.00	6.09	7.48	
Fanning	9.28	10.03	11.05	12.35	3.08	6.20	7.58	
Shuanghui	9.36	10.07	11.09	12.43	3.15	6.27	8.06	
Shumchun	9.43	10.13	11.16	12.50	3.21	6.30	8.13	

Stations	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton
Shumchun	8.12	10.38	11.40	3.00	4.17	5.20	6.08	
Shuanghui	8.19	10.45	11.47	3.07	4.24	5.27	6.15	
Fanning	8.23	10.49	11.51	3.11	4.28	5.31	6.19	
Tai Po Market	8.33	10.59	12.02	3.21	4.38	5.41	6.29	
Tai Po	8.37	11.04	12.07	3.25	4.42	5.45	6.33	
Shatin	8.51	11.17	12.21	3.38	4.56	5.59	6.46	
Yau Ma Tei	9.2	11.29	12.33	3.50	5.07	6.10	6.58	
Kowloon	9.11	11.37	12.41	3.58	5.16	6.19	7.07	

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Stations	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton
Fanning	7.45	11.30	2.20	6.25				
Shataukok	8.40	12.25	3.15	7.20				

Stations	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton	From Kowloon	From Canton
Fanning	7.45	11.30	2.20	6.25				
Shataukok	8.40	12.25	3.15	7.20				

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BRITAIN'S ARMY ESTIMATES.

The Army Estimates for the coming financial year were laid before Parliament last month, together with an explanatory Memorandum by the Secretary of State for War. The total sum of £44,500,000 for which the War Office asks represents a decrease of about half a million on the amount required for military purposes last year. When allowance has been made for the higher cost of to-day—due to the increase in the soldiers' pay, the non-effective charges arising out of the late war, and the rise in retirement allowances—we have approximately returned to the normal expenditure on the Army before 1914. The reduction of £500,000 is attributed chiefly to the terminal charges being lower than last year, while savings on administrative services have been effected to balance the increased provision which has to be made in respect of material owing to the depletion of surplus war stocks and the rise of prices. This continued reduction in military expenditure will, of course, be welcomed by the taxpayer, who in time of peace is too much inclined to grudge the outlay of money on the national insurance purpose for which the Army is maintained, while the fact that during the last three years our military budget has been cut down by eighteen millions should prove to the world at large our earnest determination to carry out a policy of disarmament so far as is compatible with our national security, and our many commitments overseas. It is to be hoped, however, that, as conditions now exist throughout the world, a definite limit has been reached in the numerical reduction of our military forces. At any rate it is some relief to find that the small decrease of 500 men in the establishments which is proposed by the War Office this year will only affect administrative and auxiliary units and will not still further denude the fighting line.

Our present military position is one that no serious student of history can view without misgiving. Europe is still an armed camp. Its statesmen are working wholeheartedly to preserve peace, but all the causes that make for war are in existence. Our military strength is considerably less than it was in 1914. Then we could place an Expeditionary Force of four divisions in the field within a fortnight of the declaration of war and two more divisions within a comparatively short space of time. To-day it might be possible for us to have two divisions ready for war within the first fourteen days after mobilization, but how long it would take to get ready two more divisions for active service is still matter of conjecture. Recruiting is unsatisfactory, and the Army Reserve is dangerously small. The main object of the military authorities, which they have endeavoured to carry out consistently since the Armistice, has been to increase the striking power of such Army as we possess. They have endeavoured steadily to build up an adequate Reserve, and to ensure that our troops should make up for their lack of numbers by the efficiency of their training and their mobility in the field. It is much to be regretted, therefore, that the development of the Supplementary Reserve, which was inaugurated last year by the Labour Government in order to supply the Expeditionary Force on mobilization with the extra artisans and mechanics who would be required to re-mechanize the mechanical services, has been so slow. Recruiting for this Reserve was begun last October. So far the Secretary of State is forced to admit that the response as regards officers has not come up to expectation, while the fear that the Reservists might be called out for strike-breaking purposes has caused certain trade unions to use their influence to prevent their members from joining it. It is much to be hoped that the repeated assurance which have been given on this matter, and the essential nature of the Reserve which is really essential to the safety of the country. In view of the success which has attended the "mechanicalizing" of one brigade of field artillery, it is satisfactory to find that another brigade has already undergone the same ill-sounding process. But the War Office is probably well advised in not proceeding too rapidly with the general work of mechanization. Improvements are being made every day in the mechanical weapons and vehicles which are employed for military purposes, and while new types are continually being devised, it would be neither wise nor economic to supply troops in large quantities with weapons and machines that might quite possibly be out of date almost before they had learnt the use of them. The decision to devote an increased sum this year for the purposes of experiment and research is an eminently sound one which will be welcomed by all practical soldiers.

The position of the Territorial Army does not appear to be entirely satisfactory. Its numbers have risen slightly during the last year, but its present strength represents only 75 per cent. of the authorized establishment in the case of officers and 70 per cent. in the case of other ranks. The Secretary of State explains that one reason for this state of things is that greater attention is now being paid by commanding officers to the type of man to be enlisted; but the fact that "within the next seven months an unusually large number of men will complete the term for which they enlisted, and it is not possible to forecast how many of them will re-engage" is not altogether reassuring. An earnest appeal is made to employers of labour to do their best to help the Territorial Army and to give their employees "an opportunity of gaining general experience and physical fitness, which should make them more efficient in their business." Let us hope that this appeal will not fall upon deaf ears, now that the Territorial Army is officially recognized as "the medium of the expansion of the military strength of the nation in the event of emergency."

The Times.

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Mr. Amery, Secretary of State for the Colonies, replying to the toast of "His Majesty's Ministers," at the annual dinner, on March 11th, of the Machine Tool Trades' Association at the Criterion Restaurant, said that the most serious aspect of the industrial situation to-day was the loss of skill on the part of the workers. Boys were not being apprenticed to-day to the skilled trades, because of lack of employment. Further, they were entering labouring or some of the sheltered trades on account of the high wages. When the demand for skilled labour came, we should find ourselves handicapped by the loss of skilled labour. All classes of industries should pull together for the preservation of the national skill, which was their real national capital. It was as much to the interest of the working man as to that of the capitalist. And somehow or other the friction that existed in industry to-day should be overcome. He appealed for a greater mobility of labour, which would let a man go from one occupation to another as occasion demanded.

The lead which Mr. Baldwin gave was the right one—that they wanted co-operation, and must get rid of unnecessary barriers, and could not allow the development of any form of tyranny and of any form of organization which gave the particular set of persons the opportunity to exploit the needs of the whole community. Mr. Amery also referred to the need for lightening the burden of taxation on the shoulders of the workers if we were to enter the markets of the world on an equality with other nations.

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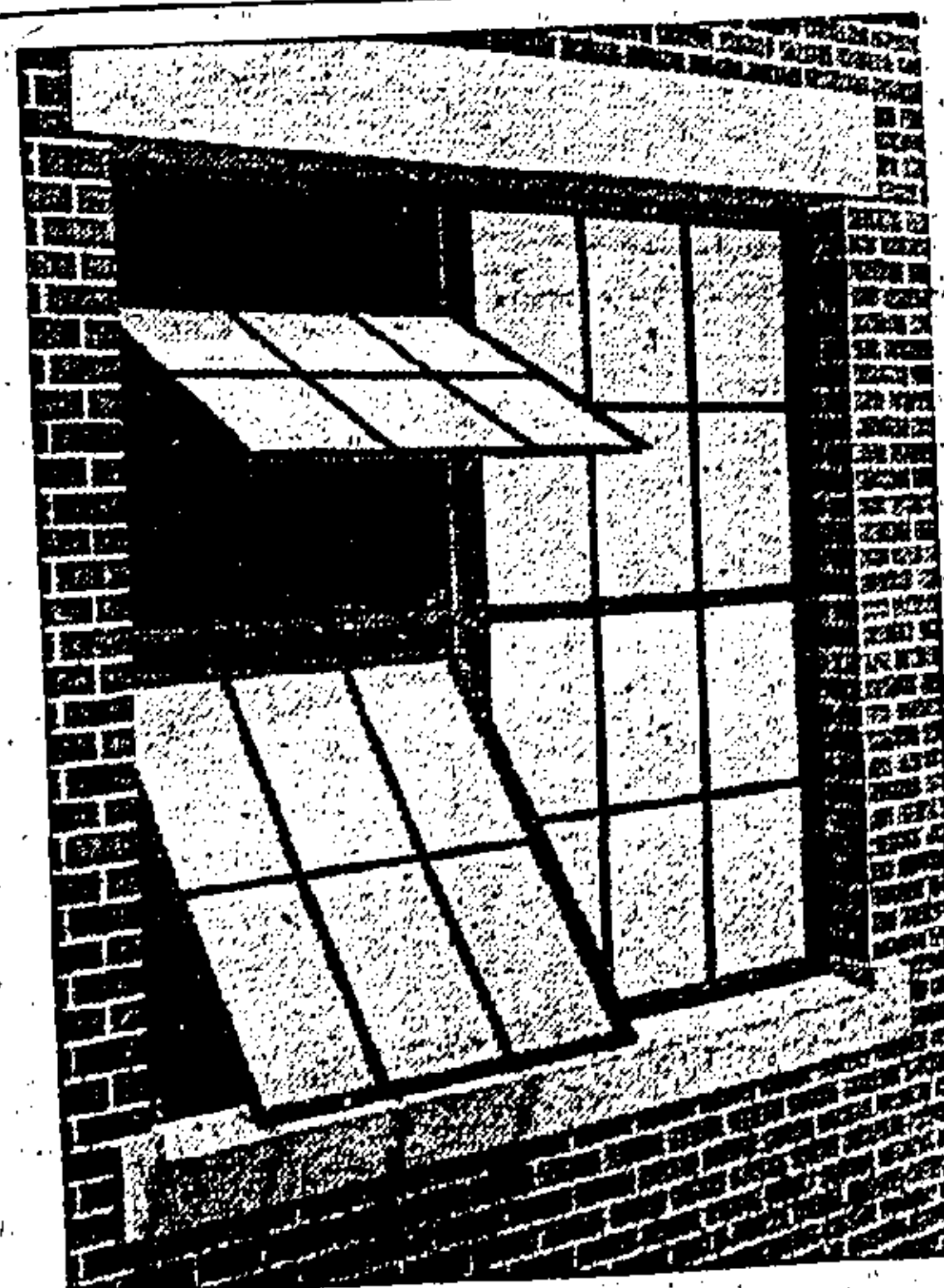
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"Salamander" Engine & Cylinder Oils.
"Salamanderite" Jointing."

QUEEN'S THEATRE.

TO-DAY POSITIVELY LAST SHOWS
at 5.15 p.m. & 9.15 p.m.

WHO was in Millionaire Rossmore's
room the night he was shot?
HOW did his latchkey come into the
possession of someone else?
WHY was the torn photo of a man
found lying there?
WHAT happened on board Rossmore's
yacht in the Palm Beach cruise?
WHEN did a certain husband learn the
truth of that shrouded affair?
WHERE did he go after that? What did
he do? What did he find?

JEWEL CARMEN
IN

"NOBODY"

A drama of "somebodies" and "nobodies" and what
happened when a "somebody" coveted a "nobody's" love.

TO-MORROW, at 5.15 p.m. & 9.15 p.m.

HOPE HAMPTON
IN

"STARDUST"

From Fannie Hurst's famous Novel.

TO-DAY ONLY, 5.15 p.m. & 9.15 p.m.

THE GREATEST MYSTERY DRAMA EVER PRODUCED.

"THE LEAVENWORTH CASE"

WITH AN ALL STAR CAST INCLUDING

SEENA OWEN, MARTHA MANSFIELD, ETC.

MYSTERY-THRILLER-SURPRISE THAT WILL HOLD SPECTATORS
BREATHLESS WITH EXCITEMENT FROM THE INTRODUCTORY
REEL RIGHT UP TO THE FINISH WITH ITS UNEXPECTED
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THE GREAT LOVE PICTURE THE WORLD HAS WAITED TO SEE

ELINOR GLYN'S
"THREE WEEKS."

FAST-MOVING. UNUSUAL. COLOURFUL. KALEIDOSCOPIC.

TO-DAY TILL MONDAY, 2.30 p.m. & 7.15 p.m.

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"THE MYSTERY OF FORTUNES."

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CIVIL ENGINEERING AND BUILDING
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COMPANY MEETING.

SIMPLEX PLASTER CO., LIMITED.

The first annual meeting of shareholders
in the Simplex Plaster Co., Limited, was
held yesterday afternoon at the office of
the Company, Powell's Building, Des
Voeux Road. Mr. D. H. Blake presided.

After the Secretary had read the notice
convening the meeting.

The CHAIRMAN said: Gentlemen.—The
Report of the Directors and the State-
ment of Accounts for the year 1924 have
been in your possession for some time,
and I will, as usual, with your permis-
sion, take them as read.

Your Directors regret that, the results
of the year's working have not been as
favourable as anticipated when the Com-
pany was formed. The loss that has been
sustained is, however, comparatively
small, and has been caused by a series
of events which could not have been
anticipated by the General Managers.

You will note in the balance sheet
that the land is put down at cost price,
viz: \$14,000. Mr. Wong Kwok Shuen
shortly after he had acquired the land
for the Company, received a tentative
offer for it of \$120,000, and states that
now it is probably worth at least \$80,000,
so that the \$14,000 appearing in the
balance sheet may be taken as a very
conservative valuation.

The assembly of the machinery was
completed the latter part of May and
the factory started operations the first
week in June so the period of opera-
tion from the date the machinery started
working to the end of the year is only
seven months, instead of a full year. As
this year is the first of the Company's
activities, the comparatively heavy or-
ganization expenses and expenses incurred
in securing desirable connections and per-
sonnel is a burden which will not materi-
ally affect the Company in the future.

When the Company started operations
the General Managers anticipated finding
it necessary to work the plant day and
night to fulfil the large contract for plaster
which had been made with the Kow-
loon Tong Company. However delay was
experienced in securing sufficient sites on which
to build and they have not been able to
complete the number of houses antici-
pated. Plaster was supplied for approxi-
mately forty houses instead of one hun-
dred and sixty-six houses which the
Kowloon Tong Company anticipated
finishing by the end of December last.

If this contract for plaster had been com-
pleted your Directors no doubt would
have had a much more favourable bal-
ance sheet to present. However, ninety-
odd houses have now been completed and
fifty of these will be ready for plaster
within the near future. The major por-
tion of the benefits which the Company
will derive from this contract will, how-
ever, accrue to the Company this year.

A few months after the plant started
operations, our plaster expert, whose ser-
vices had been secured at considerable
expense to the Company, became ill and
found it necessary to leave the Colony.
His departure caused delay in the devel-
opment of the Company's export busi-
ness, the intricacies of which can only
be properly accomplished by one with
considerable experience in the manufac-
ture of gypsum products. However, it
gives me pleasure to report that the Com-
pany has since secured another expert,
whose experience in gypsum industries
even surpasses that of our former plant
manager, and we hope this year will see
our export trade firmly established.

I have pleasure to further report the
establishment of a department for the
manufacture of ornamental fibrous plas-
ter under the departmental management
of Professor Ciro Tavarelli, who has been
a Professor of Ceramics in one of the
Universities at Rome, and who is thor-
oughly informed with all the details per-
taining to this industry. The Company
has established workshops for this de-
partment at Ngau Shi Wan, and has
already received contracts for ornamental
plaster work from several architects and
from one of the largest local shipping
companies.

Your Directors have every
reason to believe that this department
will now to considerable proportions and
will be greatly beneficial to the Company.

The General Managers in conjunction
with the plant manager have recently de-
signed and made a machine for the manu-
facture of what is commonly known as
"sheet rock." This is a large flat sheet
of gypsum plaster with asbestos paper
covering, 12 in. thick by 24 in. wide and
from 12 to 14 feet long. This will no
doubt prove exceedingly satisfactory for
Chinese types of houses owing to the
cheapness of the material itself and its
great adaptability. Instead of plastering
internal brick walls of Chinese dwellings,
thin wide wood furring strips placed 24 in.
apart and extending from floor to ceiling
are nailed directly to the brickwork.

Sheet rock slabs are then nailed to the
furring strips and the vertical joints be-
tween the sheets are covered with small
wood or wood headings. Paint or colour
wash can then be applied to the exposed
surface of the sheet rock, and the final
result is a beautiful paneled room at a
much less cost than if native plaster
were used.

There is a considerable amount of pro-
spective business for the Company, be-
cause in the Colony in connection with the
new buildings now under construction,
and several large contracts for plaster-
work have already been promised to the
Company through the General Managers.

This, together with a fair proportion of
the other available work to be had and
the development of our export business,
will enable the Company, no doubt, to
place before you next year a highly satis-
factory report.

I think I have now touched all the
points upon which you require informa-
tion, and I now beg to propose that the
report and accounts, as presented, be
adopted and passed. When this has been
seconded, I shall be pleased to answer
questions from shareholders to the best
of my ability.

Mr. E. D. SHANK seconded, and the
motion was carried unanimously.

(Continued at foot of next Column.)



Promoting Happiness

I'm always happy, sir, and when you're happy
yourself you promote the happiness of others.

I'm happy because I bring happiness—in the
form of Ken'sitas—into the lives of all smokers
of discrimination and taste, like yourself, sir.

You know—as I always say—"There's only one
thing as good as a Ken'sitas, and that is another
Ken'sitas."

Ken'sitas
the preferred cigarette

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Tobacco Store,
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TSINGTAO.

SUZUKI & CO.,
LTD.

COAL DEPT.

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HONGKONG SHARE MARKET.
CLOSING QUOTATIONS.

APRIL 9th, 1925.	
Hongkong and Shanghai Banks	\$1,230 ss.
Canton Insurance	\$750 b. 753 ss.
Hongkong Fire Insurance	\$856 b.
Union Insurance	\$272 ss.
Domestic Steamships	\$34 nom.
H.K. & S. M. Steamships	\$37 ss.
"Star" Lines	\$57 nom.
Waterworks	\$171 nom.
China Sugars	\$86 ss.
Langkate (combined)	\$271 nom.
Kowloon Wharves	\$191 b.
Whampoa Dock	\$121 ss.
Shanghai Dock	\$121 ss.
H.K. & S. Hotel	\$15,40 nom.
Hongkong Land	\$94 ss.
Humphreys Estates	\$201 b.
Ewo Mills	\$113 ss. b.
Shanghai Cottons (old)	\$90 b. (new) 204 b.
Oriental	\$340 b.
Cement (combined)	\$32 b.
China Light	\$15,40 nom.
Frederick (combined)	\$38 b.
Dairy Farms	\$264 ss.
Electric	\$66 nom.
H.K. Ropes (combined)	\$48 ss.
Tramways	\$39 b.
Watsons (old)	\$20 b.
Peak Tram	\$22 b.
b—buyers; s—sellers; ss—sales.	

COMPANY REPORT.

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LTD.

The amount at Credit of Profit and Loss Account for the year ending Decem- ber 31st, 1924, is \$50,722.55, and after deducting interim dividend paid on August 29th, 1924, amounting to \$101,352.50, sub- ject to audit, the General Managers and Consulting Committee will at the forth- coming annual meeting of the Company to be held on Monday, the 27th April, 1925, recommend the balance of profits to be allocated as follows:—	
To place to Reserve Fund	\$ 50,000.00
To place to Equalisation of Dividend Account	100,000.00
To write off from Godown Equipment Account	7,412.50
To pay a Final Dividend of 50 cents per share on 170,000 old shares	135,000.00
To pay a Final Dividend of 77 cents per share on 30,000 bonus shares	23,100.00
To pay a Final Dividend of 18 cents per share on 398,247 new shares	71,324.46
and carry forward to new account	11,422.76
	\$429,350.00

Mr. C. B. SHANK moved that during the
absence of Mr. C. E. H. Beavis from the
Colony, Mr. D. H. Blake act on his behalf
as Director.

Mr. E. D. SHANK seconded, and the
motion was carried unanimously.

Mr. Wong Kwok Shuen proposed that
the Hon. Mr. C. Montague Ede and Mr.
E. D. SHANK be re-elected Directors.

Mr. CHAN PEE CHUN seconded, and this
was carried.

The CHAIRMAN moved that Messrs.
Lover, Bingham & Matthews be re-elected
auditors.

Mr. E. D. SHANK seconded, and the
motion was carried.

Those present were: Mr. D. H. Blake
(Chairman), Messrs. Chan Pek Chun, C.
B. Shank, E. D. Shank, Wong Kwok
Shuen (Directors); Messrs. S. H. Lung,
Ston, Mak Tat Huen and A. R. F. Bayon.

TO-DAY, AT

2.15 p.m., 4.50 p.m., 7.10 p.m. and 9.30 p.m.

D. W. GRIFFITH

Presents

His Screen Masterpiece

ORPHANS of STORM

with

LILIAN & DOROTHY GISH

500,000 English Cinemagoers voted this the greatest
film they had ever seen in their lives. 500,000 more
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PROFESSOR CIRO TAVARELLI

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THE DESIGNS OF ARCHITECTS. QUOTATIONS FREE OF
CHARGE.

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THE NAVY'S CHOICE



PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

HONGKONG JOCKEY CLUB.

BETTER WEATHER PROSPECTS FOR TO-MORROW.

PICKING THE CARD.

(BY ARBUE.)

Provided no more rain falls before to-morrow night, and the wind and sun show their presence, the "going" should be fairly good for the first day of the third extra race meeting, commencing at 2 o'clock.

A walk round the course, yesterday afternoon, showed that there was little prospect of really heavy going. It is true that there were still wet patches between the 7 furlong and 6 furlong post and in the dip past the 1½ mile post, but a sprinkling of sand, aided by sun and wind, should soon achieve the desired effect.

That reliable veteran weather prophet, Ah Tai, assures me we can look forward with confidence to a fine Easter.

The first race, the Tudor Stakes, will probably attract all the seven ponies entered: Jimmy Lad (Mr. Pollock), Quab (Mr. Doyle), Lumbie (Mr. Harriman), Hoo Mah (Mr. Peat), Searcrow (Lt. Comdr. Thompson), Uncle Tom (Mr. Buck), Monitor (Mr. Davies).

At the time of writing no definite decision has been reached with regard to jockeys for Searcrow and Uncle Tom, but I presume they will be ridden by the same men that had the mounts last meeting.

There is a strong tip for Jimmy Lad, but on the book I can see no reason why he should beat Quab.

With regard to Searcrow, on some of his performances, he can be made out as the best of a very poor bunch. He certainly should run into a place.

Hoo Mah is not yet fit, but may run better than expected.

For the second event, the following are expected to go to the post: Seattle (Mr. Pollock), Uncle Charlie (Mr. Buck), Gypsy (Mr. Harriman), Beauty Dahlia (Mr. Sewell), Toomai (Capt. Hall), Alcantra (Mr. Roda), Hailsham (Lt. Comdr. Thompson), Lungsat (Mr. St. Lawrence), Demon Boy (Mr. Goodfellow).

Other possible runners, of course, are King Canute (Mr. Davies) and Rayfield (Mr. Gibson).

I understand the former will run in the Escher Handicap. I doubt Rayfield being sent as he appears to be a real pickle for the Banstead Plate on Monday, conditions of which are weight for inches.

The race would appear to lie between Seattle and Beauty Dahlia. Both ponies are fit, and the former put up a good gallop yesterday morning.

King Canute and Lungsat, with their light impost, are worth a ticket as a gamble.

For the "A" class, the field might include some of the top-notchers like Charcoal, Grey Knight, King of the Plains and Spotted Sand. I am not banking on any of these, however, and if any of them start punters should ignore my selections.

As far as I could gather last night, the field will include: Clover Club (Mr. Stanton), Rothsay (Mr. Pollock), Friarsfield (Mr. Davies), Golden Chrysanthemum (Mr. Roda), Gypsy Love (Mr. Buck), Curiosity Shop (Mr. Nuzee), Dictator or Phenomenal Dahlia (Mr. Harriman), Jambo (Mr. St. Lawrence) and Baby Eyes (Lt. Comdr. Thompson).

If the above is a correct forecast, I fancy Rothsay will again carry the red and white stripes to victory.

For the Stakes, the field will probably include: Grey Morn (Lt. Comdr. Thompson), Chicago (Mr. Stanton or Mr. Sewell), King of the Plains (Mr. Davies), Grey Streak or Blotting Paper (Mr. Pollock), Gold Leaf (Mr. Harriman).

I doubt whether the extra blues will make much difference in the result between Grey Morn and Gold Leaf, compared to last meeting. Chicago, however, may prove the third best on this occasion.

For the Cobham Plate, I anticipate the following large field: Grey Knight or Charcoal (Mr. Pollock), Dictator Dahlia (Mr. Harriman), Saracen (Mr. Buck), Auchanroch (Mr. Doyle), The Wasp (Mr. Roda), Solly (Mr. Peat), Wimmera (Mr. Gibson), Uncle Charlie (—), Strathallan (Lt. Comdr. Thompson), The Critic (Mr. Sewell), Gimlet (Mr. Stanton).

Whatever Mr. Pollock rides should win, if Mr. Beith starts his nominations here.

The following may be saddled for the Escher Handicap ("B" class): Magnificent Dahlia (Capt. Oxspring), Uncle Alf (Mr. Buck), Beldorrey Star (Mr. Harriman), Duke of Frisco (Mr. Seth), Gaudie (Mr. Doyle), Valiant (Mr. St. Lawrence), Jimmy Lad (Mr. Sewell), King Canute (Mr. Davies).

(Continued on next column).

SHIP-OWNER'S FLIGHT.

WAGES CLAIM IN SUPREME COURT.

"KWAI WAH" TO BE SOLD.

In the Supreme Court yesterday before the Chief Justice (Sir Henry Gollan) as the result of an action brought against the Chinese owners of the s.s. Kwai Wah, now in the Harbour, His Lordship made an order for the ship to be sold, the proceeds to go towards meeting outstanding wages to members of the crew.

Mr. F. C. Jenkin (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs in *ex parte* action, the claims being for wages since various periods in 1924 to date.

In the first action Mr. Jenkin appeared for the complainants, three engineers and the ship's carpenter. The Kwai Wah, said Mr. Jenkin, normally traded between Hongkong and Swatow. On January 13th representations were made by the crew for their back pay, and they were promised that all matters outstanding would be settled when the vessel reached Hongkong. The promises were never kept, and on reaching Hongkong the crew found that the owner had absconded, and his whereabouts were unknown.

The second action concerned the captain, who was employed at a salary of \$150 per month, but had not been paid since August, 1923, and in addition had made disbursements on behalf of the owners.

His Lordship then gave judgment, the question of amount to be referred to the Registrar.

Mr. Jenkin asked for an order for the sale without appraisal, but His Lordship said that he did not think it was lawful at home, and therefore made an order for appraisal and sale of the vessel, the proceeds to be paid into Court.

At the weights, Duke of Frisco should again beat Gaudie, since Mr. Doyle cannot get down to 150. It is possible that King Canute may make a better showing than last time, when he is said to have been interfered with. Uncle Alf is a distinct danger, but the weight may prove too much for him. Beldorrey Star has been off his feed recently and may not be quite ready. He has a good outside chance, however, now the ground is drier. For the penultimate event we shall probably see a small field, which may include: Loch Rannoch or Blotting Paper (Lt. Comdr. Thompson), Grey Streak (Mr. Pollock), Phenomenal Dahlia (Mr. Harriman), A.B. (Mr. Sewell), Gypsy Love (Mr. Buck).

The last named may run in the Twickenham Handicap. If started here, he is bound to be dangerous, especially with a 3 lb. allowance. I fancy, however, that Messrs. Dyer & Beith's candidate will prove the safest to follow. Of course, it is possible, Charcoal will be sent here. If so, he should win, despite his heavy impost.

For the last event the field may include: Charcoal or Grey Knight (Mr. Pollock), Loch Rannoch (Lt. Comdr. Thompson), Dictator Dahlia (Mr. Harriman), Prohibition (Capt. Hall), Golden Chrysanthemum (Mr. Roda), Spotted Sand (Mr. Davies).

I expect this event to fall to Mr. Beith's nomination and imagine Charcoal will be saddled, in view of Grey Knight's engagement in the Great Metropolitan on Monday.

There may be many changes in the starters, and those who follow this paper's tips must act accordingly, always remembering that the conclusions are based on past public performances in the majority of cases, tempered with information gained during training.

My selections for to-morrow are:

TUDOR STAKES (1 Mile):

1. Quab.
2. Jimmy Lad.
3. Searcrow.

TWICKENHAM HCP. (B. Cl., 1 Mile):

1. Seattle.
2. Beauty Dahlia.
3. Uncle Charlie.

* Rayfield a place if he starts:

TWICKENHAM HCP. (A. Cl., 1 Mile):

1. Rothsay.
2. Gypsy Love.
3. Friarsfield.

AGGREGATE STAKES (1 Mile):

1. Grey Morn.
2. Gold Leaf.
3. Chicago.

COBHAM PLATE (1m, 165yds.):

1. Grey Knight.
2. Wimmera.
3. Saracen.

ESCHER HCP. (B. Class, 1½ Miles):

1. Duke of Frisco.
2. Uncle Alf.
3. King Canute.

CLAYTON PLATE (6 Furlongs):

1. Dyer & Beith's Selected.
2. Gypsy Love.
3. Grey Streak.

ESCHER HCP. (A. Class, 1½ Miles):

1. Charcoal.
2. Spotted Sand.
3. Dictator Dahlia.

ARMS CHARGES.

TWO CHINESE SENT FOR TRIAL.

A Chinese passenger on the s.s. Limchow was brought up at the Kowloon Magistracy before Mr. E. W. Hamilton, yesterday, on a charge of having in his possession 4 automatic pistols, 8 magazines and 193 rounds of ammunition. Mr. Whitehouse defended.

Sergeant Kirby said that he made a search on board the s.s. Limchow on April 7th, when he was called by one of the Chinese detectives to the comrade department of the ship, where he saw defendant. On the floor there was a black box, which on being lifted was very heavy. He suspected that it had a false bottom. The Chinese detective bored two holes in the box with the aid of a screw-driver and the barrels of revolvers were seen. Defendant was then taken to the police station where the box was opened and the contents discovered, the revolvers, magazines and ammunition being wrapped in cloth.

A Chinese detective said that defendant had admitted ownership of the box. In answer to Mr. Whitehouse witness said that defendant had offered no resistance, but appeared to be frightened.

A Chinese interpreter said that defendant spoke Mandarin and in answer to the charge had said that he was a merchant. It was the first time he had been to the Colony and was ignorant of its regulations.

Defendant was committed to the Sessions.

DEATH-DEALING "PIPE."

At the Central Magistracy yesterday before Mr. S. B. E. McDermid, a Chinese, Ip Choi, aged 30 years, was charged with having a loaded revolver in his possession.

Inspector W. Pinnett, who prosecuted, asked that the defendant should be committed for trial at the Criminal Sessions.

An Indian constable stated that he formed one of a picket which boarded a tram-car at the bottom of Garden Road going east. He conducted a search of the third-class passengers, and when he came to the defendant, he asked him to stand up and put up his hands. Defendant put up his left hand, but retained his right hand on his inside jacket pocket. When asked by witness what he had there, defendant said it was a tobacco pipe. Witness then searched the pocket and found a revolver concealed there. He called Sergeant Dungey, who was in the first-class compartment of the car on the lower deck and handed him the weapon.

Sergeant Dungey, in giving corroborative evidence, stated that he found on examination that the revolver was fully loaded with five bullets, which had been flattened down to appear as dum-dum bullets. When charged at the Central Police Station, defendant was asked if he wished to make a statement, and in reply said "I have nothing to say."

This statement, defendant repeated in Court, and His Worship committed him for trial at the next Criminal Sessions.

TRADE MARK CASE.

The adjourned case in which the Tin Po Lee firm of No. 99, Jervois Street, were summoned in connection with an alleged trade mark infringement came before Mr. J. R. Wood at the Central Magistracy yesterday afternoon. The charge was that on March 29th, 1924, at Victoria, in this Colony they unlawfully had, under the firm's control at the Connaught Road West Go-downs, in their possession for the purpose of trade, bags of flour to which a false trade mark had been attached, namely "the Kingfisher" trade mark of Messrs. Dodwell and Company.

Mr. M. H. Turner appeared for the prosecution and Mr. C. A. S. Russ represented the defendants.

In adjourning the case *sine die*, His Worship ordered that the flour bearing the alleged wrongful trade mark should be turned over to Messrs. Dodwell and Company.

THE EARNSHAW ENQUIRY.

TO RESUME NEXT WEEK.

Mr. E. W. Hamilton announced yesterday that, as Mr. H. W. Abbott has returned to the Colony, the enquiry into the facts relating to the death of Mr. R. Earnshaw will be resumed at the Kowloon Magistracy, on Thursday next.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

STRIKING AGAINST "LUXURY TAXES."

Following the lead of the jeweller-jewellery shops which have suspended business as a protest against the luxury tax recently imposed by the Commissariat of Finance, the embroidery works at Jong Yuan Fong Street and the watch dealers at Sup Chut Pao Street have also closed to await the result of the opposition against further taxation.

THE KEROSENE TAX.

The Canton Merchants' Association has acted on behalf of the residents at large, especially the dealers in kerosene oil, in asking the Commissariat of Finance to repeal its recent impost of a stamp duty on retail sales. Since the stoppage of wholesale delivery in this article on April 2nd, the price of kerosene oil has risen from \$4.50 to more than \$5 a case.

A GENERAL DROWNED.

General Chang Lin Tet of the pro-Kuomintang Cantonese Army who did so well in co-operating with General Hsu Chung Chi in the recent capture of Swatow was drowned in the Hankiang River, on April 4th, when the launch he took from Shunhao downward for Swatow capsized. He was one of the few who could not be saved because of the swift currents of the river. His body is still missing.

LABOUR DISORGANISATION.

Cantonese labour circles and students will have another holiday on April 12th. The Kuomintang Party are to hold a memorial service for the late Dr. Sun Yat Sen. On April 6th, 7th, and 7th large numbers of Chinese of the labour class went up to Canton to offer sacrifice at the shrine of the late Dr. Sun temporarily put up by the Canton Federation of Labour. At the last minute the Compositors' Union of Canton was called upon to assist in the reception of their Hongkong compatriots, and the typesetters and the printers left their work on the morning of the 6th, and on the 7th, no Canton newspaper could appear.

CANTON-KOWLOON RAILWAY.

RESIGNATIONS ON CHINESE SECTION.

The men employed in the Engineering Department of the Chinese section of the Canton-Kowloon Railway have resigned in a body. Their grievances are related in a circular which is translated by the Canton Gazette from which we reproduce the following paragraphs:—

"We, workmen of the Canton-Kowloon Railway, have been in faithful service for a period of more than ten years, and during this long service nothing has happened in regard to our work and salary question. On the 17th March last, the Acting Superintendent (an Englishman) issued a notification that as the services of the Canton-Hongkong trains had not been resumed, it is hereby ordered that all the drivers be degraded (reduced) to their original posts and their salaries cut down."

"According to the byelaws of the Railway, all the firemen and oilers of long service and experience are subject to promotion to the post of drivers, and there is no rule governing the demoting of drivers and reducing them to the grade of firemen and oilers with reduction of wages. With regard to the non-resumption of the service of the Canton-Hongkong trains, this has been stopped for quite a long time and was not caused by ourselves."

"We appealed to the Chinese Engineers' Union to be our mediators and they in turn approached the Acting Superintendent with a view to having the matter settled amicably, but the Acting Superintendent declined to take any notice. Consequently, we resolved that the only course was to tender our resignations, which have been accepted by the Acting Superintendent."

POLICE COURT ITEMS.

An Indian, who was arrested by the police on Wednesday night for disorderly conduct during a search carried out by a police picket, was charged on this point at the Central Magistracy yesterday before Mr. J. R. Wood. Sergeant Dungey stated that although the man submitted to the search, he treated the police to a flow of abusive language afterwards. Defendant, who failed to put appearance at Court, had his bail of \$10 decreed by the order of His Worship.

At the Marine Court yesterday, before Lieut.-Comdr. G. F. Hole, R.N., the master of the Lee-Yek launch was fined \$10, with ten days' hard labour in default, for using the wrong side of the Southern Fairway.

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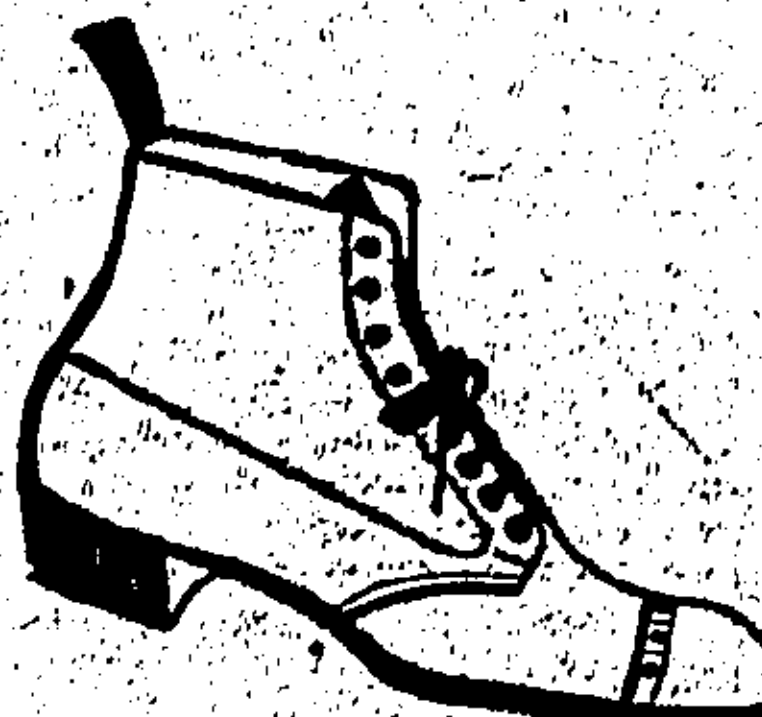
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Continued from page 10

CABLES.

LATENT CABLES.
(THROUGH REUTER'S AGENCY.)M. HERRIOT'S CABINET.
GOVERNMENT IS DETERMINED
TO CARRY ON.

Paris, April 9th.
Despite the narrow escape from defeat last evening, it seems clear that Government is resolved to carry on in face of the opposition shown in the Senate. Furthermore, it is stated, M. Herriot will not leave office unless defeated either on the Valtigney policy or financial programme, though he may drop the capital levy proposal.

REFLECTION IN PRESS.

Paris, April 9th.
The strained political situation is reflected in comments in the newspapers. The Opposition organs are not satisfied with the suggestion that Government may drop the capital levy proposal. They vigorously demand that a solution must be found for the financial deadlock.

According to *L'Echo de Paris*, M. Briand is surrounded by a crowd of flatterers, urging him to make a bid for office.

M. Herriot's decision to fight is due to the insistence of the Socialist leaders.

It is expected that M. Herriot will demand an all-night sitting on Friday in order to obtain a decisive vote.

As the Finance Committee will not be ready to report on M. De Monzie's Bill or any substitute thereof till Friday, the momentous debate will not be held in the Chamber of Deputies till Friday night or possibly Saturday.

Besides the Socialist plan for a capital levy, other counter-proposals are being considered by the Finance Committee, including the Opposition scheme for a huge lottery loan.

The official admission that the Banque of France, at Government's request, manipulated the balance sheets to conceal the illegal note issue, has intensified the mistrust of Government's financial policies—both outside and inside Parliament, particularly in the Senate.

EARLIER CABLES

NOTE LIMIT EXCEEDED.

Paris, April 8th.
According to *La Liberté*, M. De Monzie told the Finance Committee of the Chamber of Deputies that the Banque de France, since January, had exceeded the legal limit of its note issue by francs 3,300,000 in order to meet the Government's need for cash.

M. Berenger, Minister-General, in his Budget speech in the Senate, stated that the excess totalled over two milliards of francs.

BUSINESS IN SENATE.

After adopting motions reducing certain items in the Public Instruction Estimates, the Senate by 142 votes to 140 passed a resolution in favour of restoring the appropriation for scholarships which the Finance Commission had decreased.

Premier Herriot, who had previously complained of the Commission's hostility, made the vote a question of confidence.

The Cabinet will meet later.

It is expected that the Government will resign to-night.

Contrary to general anticipation, the Cabinet after conferring for over three and a half hours, did not announce its resignation, for the consideration of which it had been urgently convened.

The Cabinet merely issued a communiqué to the effect that it had discussed M. De Monzie's Bill and other affairs of no moment.

LATEST CABLES.

DUTCH STEAMER SUNK.

CLAN BOAT IN COLLISION NEAR FLUSHING.

London, April 8th.
The captain of the steamer *Clan Monroe* reports that his vessel collided with the Dutch steamer *Jonck Catharina*. The latter was sunk in Wierling fairway.

The *Clan Monroe* picked up twenty of the Dutch crew who were landed at Flushing by a tug.

The *Clan Monroe* is anchored in Wierling Channel; her bows are slightly damaged, but she is making no water.

Fifteen of the Dutch crew were saved. Six are dead and three are missing.

The *Clan Monroe* was bound from Fremantle.

EARLIER CABLES.

HOTHEADS OF DAMASCUS.

SCENES OF UPROAR OUTSIDE LORD BALFOUR'S HOTEL.

DAMASCUS, April 8th.

Lord Balfour has arrived here.

Crowds later demonstrated outside his hotel, and the manager rushed into Lord Balfour's room, closed the shutters and turned off the lights. The crowds hurled stones on to the balcony, hitting a dragoon. The police forced the demonstrators back from the hotel towards the square opposite, where fiery speeches were delivered.

Several persons were arrested.

Quiet was restored by this evening.

Numerous police are remaining in the vicinity of the hotel.

LATEST CABLES.

BOUND FOR BAALBEK.

DAMASCUS, April 8th.

Last night and this morning all was quiet; but the bazaars were closed in anticipation of a riot demonstration.

Lord Balfour remained in his hotel this morning. He will be the guest at dinner of the French General Sarraill this evening; he proceeds to Baalbek to-morrow.

NAVAL ARMAMENTS.

BRITAIN WILLING TO JOIN IN
LIMITATION.

LONDON, April 8th.
In the House of Commons, at question-time, Mr. J. C. C. Davidson, Under-Secretary of State for the Admiralty, said that the Government would gladly co-operate with the other principal Powers in a further restriction of naval armaments. They had already drawn much attention to the subject, but the publication of a reasoned statement of the British naval needs as a basis for the limitation of naval armaments, as suggested by my questioner, would not conduce to this end. Nor would it be in the public interest.

Brig-Gen. Sir Henry Pugs Croft (C. Bourne) declared that Great Britain had decreased her naval armaments to a far larger extent than any other naval Power in the world.

Lieut.-Col. Sir J. Null (C. Hulme) asked for an assurance that in any further conference British naval power would not be reduced disproportionately to other Powers.

Mr. Davidson said that the question was hypothetical.

SLUMP IN PIECE-GOODS.

EVIDENCE BEFORE COMMITTEE OF INDUSTRY.

LONDON, April 8th.

Before the Committee of Industry and Trade, witness on behalf of the Federation of Master Cottonspinners Associations referred to the competition by Japan in India and the East generally, and from local productions, and expressed the opinion that the present difficulty and absence of bulk trade was due mainly to the high price of the raw material and impoverishment of the main consuming countries.

They considered that British commercial supremacy in cotton goods could not be seriously challenged with reduced taxation and longer working hours. On behalf of the Manchester cotton associations they suggested that, as regards raw cotton, certain Empire cottons should be made tenderable against the Liverpool futures contract, and thus receive a proper status and expedite their development to that extent.

SOUTH AFRICAN BUDGET.

REVISION OF TARIFF SCALE IS FORESHADOWED.

CAPETOWN, April 8th.

The abandonment of the present Imperial Preference was announced in the Budget speech by Mr. Havenga in outlining the adjustment of preferential tariff on a *quid pro quo* basis, under which British goods will benefit to the extent of £250,000, and the Dominions £500,000, compared hitherto with £280,000 and £300,000, respectively.

Penny postage is restored.

For the first time in history, the Budget speech was delivered by an African. Mr. Havenga, who fore-shadowed a revision of the tariff adequately protecting home industries, admitting raw materials free or at the lowest possible rate, adjusting Imperial Preference on a *quid pro quo* basis, providing for maximum and minimum rates on certain commodities, to enable the Government to negotiate most-favoured-nation agreements with countries outside the Commonwealth, providing for suspended duties in unsect industries, which thereby are ensured of protection when the Government are satisfied of the need of such.

The revenue amounted to £25,310,000, and expenditure £24,540,000.

NEW POLICY ILLUSTRATED.

Mr. Havenga, illustrating the working of the new tariff policy, instanced the reduction in duties on such goods as cotton and woollen piece goods, cotton threads, and mechanical tools, and the abolition of duties in the case of agricultural machinery and industrial plants. On the contrary, the duties on blankets, rugs, motor-cars, petrol in bulk, printed matter, and machinery, would be increased.

He pointed out that if he had worked on a strictly *quid pro quo* basis, Britain would not have got three hundred thousand sterling of preference but only two hundred thousand, hence the preference was about thirty per cent. more than if there had been really a *quid pro quo* basis.

WALSH ISLAND.

FLOATING DOCK, WILL BE CONSTRUCTED.

SYDNEY, April 8th.

The Commonwealth Government have accepted the proposal of the Government of New South Wales for the construction of a floating dock at Walsh Island.

The dock, which will have a displacement of 13,000 tons, will take two years to build, and the Commonwealth Government will contribute £120,000 towards the cost. The dock will be used for commercial purposes, but in time of war or in any other emergency, the Commonwealth Government will take control.

MOSCOW SOVIET.

MANY WOMEN GAIN SEATS AT ELECTIONS.

MOSCOW, April 8th.

The elections to the Moscow Soviet resulted in the return of 2,554 Communists and 1,308 non-party candidates. It is officially pointed out that the latter constituted 34 per cent. of the whole number, compared with only 12.3 per cent. in the last Soviet.

Nine hundred and thirty-three women were elected.

VON HINDENBURG YIELDS.

DECIDES TO STAND FOR PRESIDENCY.

BERLIN, April 8th.

Marshal von Hindenburg has yielded to persuasion, and he will stand for the Presidency.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

COMMERCIAL ALLIANCE.
JAPAN, GERMANY AND SOVIET
MAY JOIN HANDS.

HARBIN, April 8th.

Baron Goto has passed through here on his way to Tokyo. He informed the Press that he favours a triple alliance between Russia, Japan and Germany on commercial principles.

CHINESE EASTERN RAILWAY.

THE DETENTION OF RUSSIAN OFFICIALS.

LONDON, April 8th.

In the House of Commons, replying to a question suggesting that representations should be made to China to speed up the trial or procure the release of the Russian railway officials, M.M. Ostroumoff and Goudatti, who are now in prison in Harbin, Mr. Austen Chamberlain said that he was seeking a report of the case before deciding whether any action was possible or desirable.

POLITICAL SITUATION IN CHINA.

[THROUGH REUTER'S AGENCY.]

PEKING-MUKDEN RAILWAY.

QUESTIONS IN COMMONS RE CHANG TSO LIN'S ACTION.

LONDON, April 8th.

In the House of Commons, Mr. H. W. Lockyer (C. Essex, S.E.) formerly of Hongkong, drew attention to the fact that Chang Tso-lin still retained a section of the Peking-Mukden Railway which he seized in 1922. He suggested that the Government should make representations regarding such retention and thus put an end to the wrongful retention of the section, which constituted a serious breach of the railway agreement, and impaired the security upon which British capital was furnished for Chinese lines.

Mr. Chamberlain replied that representations were being made both at Peking and at Mukden to secure the return of the section.

Asked whether he did not think the time had arrived to consult the other Powers interested with a view to taking definite steps to get settled the position in China, Mr. Chamberlain said that he had been communicating with the other Powers concerned, and if he saw opportunity of advantageously taking any steps, he would do so.

FROM THE "DAILY BULLETIN."

CHIEF EXECUTIVE'S AIDES.

PROVINCIAL ADVISORY ASSEMBLY IS UNDER CONTEMPLATION.

PEKING, April 8th.

The Cabinet are considering the establishment of a Provisional Advisory Assembly, the function of which will be to advise the Chief Executive.

According to the regulations submitted to the Cabinet yesterday, the Assembly will consist of one delegate from each of the military and civil authorities of the provinces, one from each of the special districts, namely, Metropolitan Area, Jehol, Suaiyuan, Chahar, and one from each of the Tianshan of the Frontier Defence Force, and also from the Commanders of troops under the direct control of the Central Government, 16 delegates from Mongolia, Tibet, Chinese Turkestan, the Chinese overseas, and the Chairman of the Provincial Assemblies, one delegate from each of the Provincial public bodies, and 10 to 15 delegates specially employed by the Chief Executive.

The Assembly will discuss the resolutions of the Reorganisation Conference regarding financial and military readjustment, also matters connected with the national treasury, national taxation and foreign treaties, and it will also attempt to promote provincial self-government pending the completion of the national and provincial constitutions.

The Assembly will have a Speaker, a Vice-Speaker and a Chief Secretary.

HOLLAND'S COLONIES.

WIRELESS SERVICE TO DUTCH INDIES PLANNED.

AMSTERDAM, April 8th.

According to the *Handelsblad*, the official committee enquiring into the postal and telegraph services recommends that the Kootwyk wireless station be constructed specifically to communicate with the Dutch East Indies, and that it should be handed over to private enterprise.

DUTCH DOCKERS' STRIKE.

AMSTERDAM, April 8th.

The mechanical workers at the docks declared a lightning strike for an increase of wages and annual holidays.

SADOUH IS ACQUITTED.

PARIS, April 8th.

Sadoul has been acquitted.

OBITUARY.

PATRIARCH TIKHON.

MOSCOW, April 8th.

The death is announced of the Patriarch Tikhon, whom the Bolsheviks imprisoned for protesting against the confiscation of valuables belonging to the Russian Orthodox Church, and who was released a year ago.

BRITISH TRADE REVIVAL.

ROUSING SPEECH BY THE PRIME MINISTER.

The Prime Minister, who, with the Earl of Oxford and Asquith, received the freedom of the city of Leeds on March 13th, addressed a Conservative demonstration of 3,000 people at the Leeds Coliseum on the previous night. Mr. W. H. Clarke, president of the Leeds Conservative Association, presided. The Prime Minister met with an extremely enthusiastic reception, and was supported by a considerable number of members of Parliament, including Lieut.-Colonel the Hon. F. S. Jackson, M.P., the chairman of the party organisation. Mr. Baldwin's speech was relayed by wireless to another large audience in the Town Hall.

The Prime Minister said: You will probably have seen that, owing to the efforts I have been making as a peace-maker I have been called, among other things, a revivalist. I am a revivalist, because I am in favour of a revival of trade, and a revival of good feeling among mankind that never ought to be allowed to fail. I have been told that because I try for peace I am afraid. I am afraid of what I am afraid of nothing except that, owing to a certain amount of latent stupidity which exists in our fallen human nature, some of our fellow-men should act unwisely instead of wisely. Nothing that I have said recently has been new teaching so far as I am concerned, but it attracts attention from the fact that I am Prime Minister. As long as I occupy that office I shall go on teaching the gospel that I have taught in a humbler sphere all my life, in the hope that before I die my fellow-countrymen and women may embrace it. (Cheers.)

The dominant issues in the world to-day are peace or concealed war. It is the same abroad and at home.

In this country you see increased wealth, increased comfort and leisure of the masses of the people. Do not imagine that I mean that all is for the best yet. But if you look back over forty or fifty years, no one can doubt that we have been a greater degree of comfort than would have been possible in the early days of the industrial revolution. Those who worked two or three generations ago to effect the progress we have seen were probably driven too hard by the circumstances of the time, and they had little thought to spare for anything but production and more production. That is why to-day we are beset by a tangle of social problems from which we would have been comparatively free had our ancestors had that wisdom which we are to-day searching for. I only trust that we, in our turn, shall not hand on to the next century, and those who follow after us, a legacy of urban difficulties such as those who went before have handed on to us. Progress has been made in spite of much callousness and apathy of former days. But none of us can pretend to be satisfied with the conditions of things to-day. We are faced to-day with the phenomenon of a million newly enfranchised citizens enlisted in support of what is now the greatest second party in the country. And there are sections of that party whose avowed object is to end the system of industry which prevails in this country to-day, and to replace it by a system of industry which would be necessary by violence or revolutionary means.

Now, we Conservatives of this generation share with the Socialists quite as honestly and truly the most ardent desire and determination to attempt to remove economic disabilities which cripple the poor in our midst. (Cheers.) We distrust their method. Their method is that the State should become the common owner of the means of production; in other words, in the old phrase, they are in favour of the nationalisation of the means of production, distribution and exchange. If this implies anything, it implies the possibility of transferring the ownership and direction of industries to the nation, operating through bureaucrats and committees, and by that means we should get rid of the evils that beset us. We should multiply the amount of goods to be shared out; we should be rid of unemployment; we should achieve equality of opportunity, and we should have freedom and fraternity! That is the millennium promised to us. I believe that to be a complete illusion. It is an illusion—a few words—because men are not yet good enough for a State like that. And when they are they will not need it. (Laughter and cheers.) Men are not born free, they are not born equal, and they are not born fraternal; and I will ask any mother in the audience if she does not agree with me. (Laughter.)

We have to achieve our freedom and equality and the gift for fraternity, and, owing to our fallen human nature, achieve it with a great deal of effort. It costs more effort for some than others, and there are some who will never achieve it. (Laughter and cheers.) The doctrine is also an illusion, because if you handed over all the industries to-morrow to the Labour party to control they would find they would have to battle with forces not only beyond their comprehension but beyond their control. The crucial test is unemployment. I make no mock of the Labour party that they failed to cure unemployment, because the task is beyond the power of human men. Mr. Sydney Webb once used the phrase which he found most comforting, namely, "The inevitability of gradualness." The phrase reminds me of one by Charles Dickens, who, writing of the success of a Parliamentary candidate, showed how he was returned by coining the magnificent phrase, "He was aiming at the ultimate perspective." Mr. Webb's phrase entitles him to rank with the discoverer of the law of gravity, and long years hence I trust there might be a statue to Mr. Webb in Parliament-square, bearing the legend, "In memory of Sydney Webb, who discovered the inevitability of gradualness on June 20th, 1922." (Laughter.) There are many leaders in the Labour party who believe in the inevitability of gradualness more than they do in violence. (Cheers.) There are some leaders who will believe that catastrophic changes will bring about much that we would all like to see. There is Mr. Cook, for example, and, since he left office, Mr. Wheatley seems impressed with that doctrine. But in the hearts of many in that party I am convinced that their faith in Socialism as a remedy for our present ills has been chastened and modified by their experience in office. (Cheers.) Responsibility has a very sobering effect, and it does not take a very large dose of reality to leave a very considerable lump of theory. (Cheers.)

TROTSKY AND EFFICIENCY.

What was to prevent Mr. Cook and his friends buying and managing a colliery to show the possibility of maintaining a substantial living wage and working a six-hour day? I do not know whether his disinclination to do that arises from his realisation of the inevitability of gradualness. But at any rate he has not yet learned to say so. (Laughter and cheers.)

The Prime Minister quoted Trotsky, who, he said, had discovered in the last few years and written "that the more easily did the Russian proletariat pass through the revolutionary crisis the harder becomes now its constructive work." Trotsky had also said what no leader of the extremists had yet said in England, "We must learn to work more efficiently." He wondered how many words would be cast for a revolution in England if people were told the only result would be that they would have to work more efficiently. (Laughter and cheers.) Trotsky said in his book, "In Russia before and after the revolution there existed and exist unchanged Russian human nature." Trotsky, the man of action, studied realities, commented Mr. Baldwin. He had slowly and reluctantly discovered what Mr. Webb discovered, two years ago, the inevitability of gradualness. (Laughter and cheers.)

Mr. Baldwin also quoted Mr. Bertrand Russell, who in America had said, "The Marxian formula is too simple; the world is not made as simple as that. When you hear anything that projects a glorious future in some golden age, it is well to be reminded that such doctrines are by no means new." That showed, commented the Prime Minister, that a leader of intellectual thought among the Socialists was learning the inevitability of gradualness. (Laughter and cheers.)

The Premier continued: "The future holds some promise. When we have to-day so many men in the Labour movement who hold sane and just views of the possibilities of human progress, with whom I am convinced we may be able to work hand in hand to effect great improvements in the conditions of our people, it is to help to bring this about that we have been appealing, not for a mere passive tranquility, but for active good will in this country, which has been absent for too many long years. (Cheers.) There is room now for a great diversity of financial, managerial, and wage relations in industry, room for more experiments with these relations than have been made hitherto. I want to help to remove the atmosphere engendered by the presence of great armed forces drawn up as they were in Europe before 1914, eyeing each other with a view to possibilities of battle, and keeping their eyes fixed so much on their own vested interests that they became heedless of the greater and more clamant needs of the whole community."

The Prime Minister described the administration of the Unemployment Insurance Acts as a question in which all parties might unite, and went on: "It is a gigantic social experiment started since the war. The fund has been subjected to a tremendous strain, and so has the administration and the benefit itself. There are difficulties, and there are abuses. There may be arising from it evils which need combating and correcting. I think it is quite plain that any Government which hopes before long to deal on comprehensive lines with this question of national insurance should endeavour to gather together, to harvest, and learn from the experience and the working of that benefit during its existence, with a view to paring away abuses and increasing its utility to the whole community."

MR. LANSBURY'S COMMENT.

There were things said in the House of Commons on Monday about unemployment benefit by Mr. George Lansbury with which I warmly agree, and I cannot help thinking if they had been said from my benches they would have prompted a great deal of comment. But it shows that in a matter like this the right way to investigate it is not on party lines but by co-operation of all those interested in it.

Believe me, our greatest difficulty in the past, and even to-day, in bringing back that essential confidence to Europe is the creation of an atmosphere in which forces hitherto hostile can be brought to negotiate amicably. What is true of Europe is true of England. Should we not make some effort to have our homes in the sunshine of industrial peace and progress, rather than where the clouds are dark and the storms beat? If we can only create in this country such an atmosphere as I desire, we shall make the powers of Nature, the inventions of our scientists, the abilities of our managers, and the skill of our workmen subserve the common purpose of elevating our people. But if, instead, we nourish a spirit of class-animosity and mutual hatred, we shall not only infallibly prevent the possibility of any revival in trade, but we shall with certainty ultimately destroy that industry, the careful preservation of which affords the only means by which the less fortunate people in this country can hope with the goodwill of all classes to share themselves in all the gifts that our civilisation has to offer them. (Laughter and cheers.)

"Acknowledging a vote of thanks, Mr. Baldwin said: 'I do not believe any leader ever felt so proud of his party as I did on Friday, and I do not think that at any time has there ever been so much capacity and enthusiasm in the rank and file of the Conservative party as there is to-day. (Cheers.)'

For a variant to the usual run of schoolboy "howlers" or to the piddling Board of Education, which has caused what should become a classic essay to be set forth in type. It is about frogs, and was written by a young Norwegian.

"What a wonderful bird the frog are! When he stands he sits almost. When he hops he flies. When he jumps he does not go hard. He ain't got no tail hardly either. When he sits, he sits on what he ain't got almost."

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SHINGLING TALK. THE HAIR DICTATOR.

A new personage, a personage of great repute and importance, has emerged in the midst of many British families. Not, indeed, that he is seen there, but he is very much heard of.

His name is generally a French one. René or Lucien or Armand. He usually is first to be heard of at the breakfast table, where the modern shingled mother, leaning over to the shingled modern daughter, says that if she wants to join her shopping she will find her at such and such an hour with Armand. "Oh, mother," says the daughter, "you're always so lucky getting Armand. I never seem able to. They say he's booked up for any possible hour for the whole week." "Never mind, dear," says her mother, "I'll ask him to-day as a special favour to me to try to see you on Tuesday."

The frequency of such conversations makes fathers and husbands and brothers demand fiercely who is this Armand, of whose name they are sick. Average daughters and wives and sisters reply, "Don't be silly; you wouldn't understand, dear." Exceptional daughters and wives and sisters reply, "Don't be silly; you wouldn't understand, dear. He's at the hairdresser's."

Armand, in fact, is one of a type. There is one of him in practically every hairdresser's with any pretensions. Sometimes he is a real Armand; often an inquiry might prove him to be the owner of his own home of a more local name, Dick or Bill, or (appropriately) Bob, before a British surname.

Armand is the hair-dictator. He is the young man with the superlative touch who alone knows how feminine hair should be trimmed or set. There are no scissors as deft as Armand's scissors, my dear. And the evolutions of contending armies, moving to gain possession of a point of vantage, are as nothing to the moves and counter-moves of women to obtain his services at the hour they wish. He has quite dethroned the young women assistants, who, having been brought up to dress hair and not to shingle or bob it, are, many of them, at a loss in a world where all hair is cut.

Armand's strong suit is that he understands, really understands, the peculiarities and merits of his fair or fair to medium clients. It is only Armand who really understands how to complete Myrtle's bob or Ivy's extremely personal (says Armand) shingle.

So Armand bobs and shingles all day long, and his name is on every lip, even above the work of the lip-stick.

RAINBOW BRIDES IN VOGUE.

LENDING COLOUR TO SMART WEDDINGS.

Rainbow brides and bridesmaids dressed to give a sunset effect, are among the fashion suggestions of the moment.

There was a song in which one legend of the rainbow brides and orange lips of the bride who, affianced to a dyer, fell into one of his vats. Did he shrink from a coloured girl? He did not, but led the lady with the pea-green arms to the altar in the most chivalrous way.

The modern bridegroom, however, is not called upon to face so trying a ordeal. The rainbow bride is a lovely vision in a gown of bands of silver lace alternating with another kind of lace, the pattern on which is most delicately hand-painted in palest pinks and blues.

BRIDESMAIDS' COLOUR SCHEME.

Her bridesmaids strike a more emphatic colour note. They should wear dresses of sky, gladiolus pink, mauve, hydrangea blue, and willow-green chiffon. The colour scheme can be varied at the discretion of the parties concerned, but each maid should be dressed differently.

The rainbow bride made her appearance at Eve Valerie's salons in Knightsbridge, but just to show that fashion is not at all narrow-minded about such matters there was a golden bride and a silver bride and a bride that was both golden and silver.

There is, of course, no objection to a bride in cream-coloured satin, but the silver or gold bride is more up to date.

Occasionally a silver bride may vary her appearance by causing her gown to show veiled in tulle sewn with crystal and silver beads, and, not to be outdone, the golden bride appears in a gown the gleaming surface of which is sewn with golden paillettes and pearls.

DECORATIONS FOR WHITE.

Even the white satin bride indulges in rather elaborate decoration, too. For example, a plain satin gown showed a satin band to mark the low waistline. This band was thickly sewn with pearls surrounding a small central shell. From it hung a double row of tabs of satin, each embroidered in the same way. The dress artist is nothing if not thorough in her methods of decoration.

WOMEN'S SUFFRAGE.

FRANCE WILL PROBABLY TAKE FIRST STEP.

It seems likely that France will shortly take the first step towards introducing women's suffrage. A Bill granting women the right to vote on the same terms as men in the municipal elections has been accepted by the Chamber Committee on Universal Suffrage, and there seems a fair chance that it will in due course become law, says *The Times* Paris correspondent.

Five years ago a Bill instituting universal suffrage in Parliamentary elections was passed by an overwhelming majority in the Chamber. The Senate rejected it, but pronounced at the same time in favour of women voting at municipal elections.

The present Bill was introduced by M. Louis Marin and is backed by the Union Republicaine Democratic group, the largest party on the right of the Chamber. Other sections of the Chamber, including the Communists, are sympathetic. The Bill acquires special importance from the closeness of the municipal elections, which will be held in May and will give a good opportunity of testing the feeling of the country.

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THE SECRET OF LONG LIFE.

BY A LADY JOURNALIST.

I have lived in many places, and my long experience of life tells me that most of the troubles which rob women of health and happiness, and shorten their lives, are due to neglect! I don't wish to frighten you, but I could tell you tales of the terrible misery endured because girls were in a poor state of health when they crossed the border line between girlhood and womanhood, or because women neglected their health about the changeable season of life.

It is from actual experience of these different classes of women that I know, finally, that long life depends upon regular health and good regular health upon the well-being of the "organs of digestion." The principal organs, of course, are the stomach, liver and bowels, and they are so allied in the work they do, that if one of them gets out of order, the others usually follow suit. Of course, the stomach gets out of order very easily, especially if we don't take our meals regularly, or eat what doesn't agree with us, but I am sometimes inclined to think that constipation is woman's worst enemy.

In young women, constipation is often the first cause of anaemia, and in older women, it is a source of great danger as well as a most miserable complaint. But when you take the three chief organs of digestion, and remember that, if they are out of order, we can have pains after eating, wind in the stomach, headaches, biliousness, constipation, nervousness, anaemia, and the terrible troubles which women suffer in silence, you will readily see that nothing could be more important than to keep these organs in thorough working order. If you will only do it that you do this, all will be well, and, luckily for us, the means of keeping the digestive organs in thorough working order is within our reach, in that old-established family remedy, Mother Seigel's Syrup.

I am impressed by three things in favour of Mother Seigel's Syrup, which is undoubtedly the ideal digestive tonic and stomach and liver remedy. In the first place, it is made of curative extracts of roots, barks and leaves, which act directly upon the stomach, liver and bowels, toning and strengthening them to a remarkable degree. Secondly, Mother Seigel's Syrup is made today, just as it was fifty years ago. Through all these years, it has been correcting stomach and liver disorders with wonderful success. Finally, I know of no other medicine which is backed by the same convincing testimony to its curative power. No wonder it has a world-wide reputation and enjoys undiminished popularity for those who prefer it. Mother Seigel's Syrup is also sold in Tablet form.—323.

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Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am pleased by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GEOFFREY THOMAS,
(Private Secretary.)

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TUJENBANG	JAVA via M. SAR.	1st Apr.	9th	SHANGHAI
TUJENBANG	ANOT	14th	11th	BATAVIA
TUJENBANG	DALY	14th	11th	BATAVIA
TUJENBANG	JAVA via M. SAR.	14th	11th	JAPAN
TUJENBANG	JAVA via M. SAR.	24th	21st	ANOT & SHANGHAI
TUJENBANG	JAVA via M. SAR.	24th	21st	BATAVIA
TUJENBANG	BATAVIA	26th	23rd	SHANGHAI
TUJENBANG	ANOT	26th	23rd	JAPAN via MAKASSAR
TUJENBANG	JAVA via M. SAR.	26th	23rd	JAPAN via YOKOHAMA
TUJENBANG	JAVA via M. SAR.	26th	23rd	JAPAN via YOKOHAMA

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SHIPBUILDING IN GERMANY. STRIKING PROGRESS.

(FROM "THE TIMES" BERLIN CORRESPONDENT.)

The foundation of the Deutsche Werft, Hamburg, which has secured from British shipping interests a contract for the building of five large cargo motor ships, was due to the initiative of a conference held in 1918 to discuss the best means of reconstructing the German mercantile fleet after the war in the most rapid manner possible. It was decided to form a shipbuilding company, the shares of which were to be owned jointly by the Hamburg-Amerika and the Hamburg-Südamerikanische Reederei (H.A. and H.S.A.). The first shipyard founded by this trust, the Hamburgische Werft, was on a comparatively small scale, and in some degree experimental.

Shortly afterwards the company took a piece of land on the Finkenwerder (on the far side of the Elbe, below Altona) and built the much greater Deutsche Werft. The site was well chosen, with the deep Kohlenfleet on the one side and on the other a deep water dock leading direct on to the Elbe. The two undertakings were amalgamated with the most modern plant available. The underlying principle was the construction of standard ships by series. Rapidity of construction was to be ensured by the manufacture of the complete materials as far as possible at works inland and the simultaneous construction of engines or motors also at factories inland. The material was then to be assembled at the Deutsche Werft yard on the Elbe, so that a keel should occupy the shipyard for as short a period as possible.

The company seems to have directed its attention to motor-ships from the first. At the same time as the yard was constructed the combine acquired from Messrs. Burmeister and Wain, Copenhagen, the rights of the use of their patents for the construction of Diesel engines in Germany. These rights were transferred to a further undertaking, the Deutsche Oel-Maschinen Gesellschaft, established for the purpose of manufacturing Diesel engines for ships by the above combine in conjunction with some other firms. The capital of the Deutsche Werft was formerly 800 million marks. This, however, was during the inflation period. There is no standard by which the sum can be converted into pounds sterling, and as late as the end of December, 1924, the company had not announced its gold mark balance. I have been unable to discover if it has done so since.

A POPULAR TYPE.

The Deutsche Werft has specialised in motorships for a long time. At one period in 1922 it had ten vessels, all motor-ships, in course of construction in its yards, totalling 61,000 tons, with a total horse power of 26,000. Of late it has made no announcements of the kind—at least, none have come under my notice.

There are signs that the motor-ship is likely to be adopted very widely both in and outside Germany. The Scandinavian shipowners seem to have been the first to experiment in the type on a large scale. The first real impetus in building motor-ships appears to have been given to the German industry by the fact that one of the oldest Swedish companies, the Dordstjärns, after experimenting for about ten years with the type, adopted motor vessels completely and began disposing of its steam tonnage. Before the war the Germans were very slow to encourage the Diesel propelled vessel, because they felt it would make their shipping dependent upon foreign oil instead of their own coal, which would have been a danger in time of war. After the war for obvious reasons this consideration ceased to count.

All the leading German lines now have motor ships in their fleets and among the shipping companies for building them are the Krupp works at Kiel, the Howaldtswerke, Kiel (which built a motor-ship of 14,000 tons and 5,000 horse power for the Hamburg-Südamerikanische Linie), the Weser Yard, Blohm und Voos, Vulkan Yard, and the Leckenberg Company. The standard vessels seem to be of 3,000, 6,000, 9,000, and 14,000 tons.

Since the end of the war Germany has been building for foreign account in about the same proportion as for German owners. According to the latest report of the Hamburg Chamber of Commerce, of the 210,000 tons built during 1924 about 100,000 tons for foreign account. Some of the German shipbuilding companies in their annual reports assert that Germany leads the world in foreign orders, but that these are still less in tonnage and money than they were before the war.

GOVERNMENT HELP.

It is very difficult to arrive at the exact sum granted by the German Government for the reconstruction of the mercantile fleet and the shipping trade generally since the war. The first grant was made in paper marks, which depreciated so rapidly that long before the grant was spent a further sum became necessary to complete the programme that had been agreed upon with the Government. So far as figures were made public, the last grant was 11,000 million paper marks. This was distributed by the Schiffbau Treuhand Bank (Shipbuilding Trust Bank), an ad hoc organization created by the shipbuilding and shipping interests and the State. As the result of arbitration in September, 1922, the Government agreed to pay the bank a further 18,000 million marks in instalments beginning on September 22nd, 1922, and ending on May 15th, 1923. Whether subsequent payments have been made I do not know.

It does not appear that any accounts of the expenditure of the above sums have ever been published. Presumably they are regarded as the private business of the Trust Bank and the shipbuilding interests. How far the two sums went towards restoring the German mercantile fleet it is difficult to say, because there was no stable currency for measuring wages or the cost of materials during the period of expenditure. In the Reichstag on May 6th, 1923, Herr Dernburg stated that the total amounts paid for the reconstruction of the mercantile fleet had

(Continued on next column.)

WEATHER REPORT.

April 9th at 13.13.—Pressure has decreased moderately at Chefoo and Nantoro, and slightly at Shanghai and Hongkong; it has increased slightly to moderately elsewhere.

The anticyclone remains stationary and fresh to strong monsoon will prevail along the coast and over the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, April 9th, 0.13 inch. Total since January 1st, 1914 inches, against an average of 7.44 inches.

The forecast for the 24 hours ending at 18 hours, April 10th is as follows:—

Forecast
District... N. winds, strong.
Hongkong to Gap Rock (N.E. winds, fresh, fair.

South coast of China between Hongkong and Lamcocks do.
South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 9th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer...	30.21	30.30	30.25
Temperature...	58	53	60
Humidity...	87	82	85
Wind-Direction...	N	NNE	N
Force...	2	2	2
Weather...	od	o	o
Rain...	0.20	0.00	0.13

Highest open-air temperature on 9th ... 61

Lowest open-air temperature on 9th ... 55

HONGKONG TIDE TABLE.

From April 10th to 16th, 1925.

High Water.				Low Water.			
Days of Week.	Days of Month.	H'kong Standard Time.	Height.	Days of Week.	Days of Month.	H'kong Standard Time.	Height.
Fri.	10	h. m.	ft. in.	Fri.	10	h. m.	ft. in.
		10 49	6 0			3 44	1 8
		10 18	6 0			4 48	1 3
Satur.	11	10 22	6 4	Satur.	11	4 15	2 1
		11 16	5 5			4 55	2 5
		10 57	6 0			5 51	1 3
Sun.	12	10 12	5 0	Sun.	12	5 24	3 0
		11 35	6 6			6 55	1 3
		11 27	6 1			6 3	3 4
		10 18	6 6			8 9	1 4
Mon.	13	3 34	4 1	Mon.	13	8 50	3 8
		1 18	6 4			9 11	3 8
		3 05	4 2			7 58	4 0
		2 45	5 1			10 52	1 5

been (in gold marks) 203,000,000, equivalent to £13,145,500. But the German mercantile marine had a good deal of leeway to make up. German official figures say that before the war the tonnage was 5,100,000 and the total losses during the war 4,672,435, leaving (vessels under 1,500 tons) 427,561.

SHIPBUILDING PROGRESS.

At the end of the year the German mercantile fleet had reached the figure of 2,950,000 tons. At the normal 7 per cent. necessary for upkeep, Germany should build for her own account about 210,000 tons. This amount is, in fact, being turned out from the German yards, but one half of it is being sold abroad. Since the last compensation for war losses was paid in May, 1923, it is assumed, in the absence of news to the contrary, that the German shipbuilding industry has stood on its own feet. It is denied usually with emphasis that the Government makes any direct subsidy to the shipbuilding or shipping industry.

It is probable that one of the factors which makes for the ability of German yards to compete is the complete "trustification" of material, from the mine to the fitted plate, from the financing bank to the sale of tickets. This system is not without its effect on wages and the cost of living. When all these forces are turned into the same direction the margin for reduction in costs becomes very considerable.

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TIENSIN	SAILINGS	SUBJECT TO ALTERATION.	11th Apr.	Noon
HAIPHONG via HOIHOW	"CHEONGSHING"	Saturday	11th Apr.	10 a.m.
SHANGHAI via SWATOW	"LEESANG"	Sunday	12th Apr.	7 a.m.
STRAITS & CALOUTTA	"TAKSANG"	Monday	13th Apr.	7 a.m.
KORE via AMOY & MOJI	"NAMSANG"	Monday	13th Apr.	3 p.m.
BANGKOK via SWATOW	"FOOKSANG"	Tuesday	14th Apr.	7 a.m.
TSINGTAU via SWATOW	"KWAI SANG"	Tuesday	14th Apr.	10 a.m.
SHANGHAI	"KWONGSANG"	Wednesday	15th Apr.	7 a.m.
SHANGHAI via SWATOW	"LONSANG"	Friday	17th Apr.	7 a.m.
SANDAKAN	"HANSANG"	Friday	17th Apr.	Noon
STRAITS & CALOUTTA	"KUTSANG"	Saturday	18th Apr.	3 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday	19th Apr.	10 a.m.
BANGKOK via SWATOW	"YATSANG"	Tuesday	21st Apr.	10 a.m.
MANILA	"YUENSANG"	Tuesday	21st Apr.	5 p.m.

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"GLENMARTINSHIRE"	20th Apr.	"GLENHARRY"	4th May	London
"GLENMARTINSHIRE"	14th May	"GLENHARRY"	4th May	London
"GLENMARTINSHIRE"	3rd June	"GLENHARRY"	4th May	London

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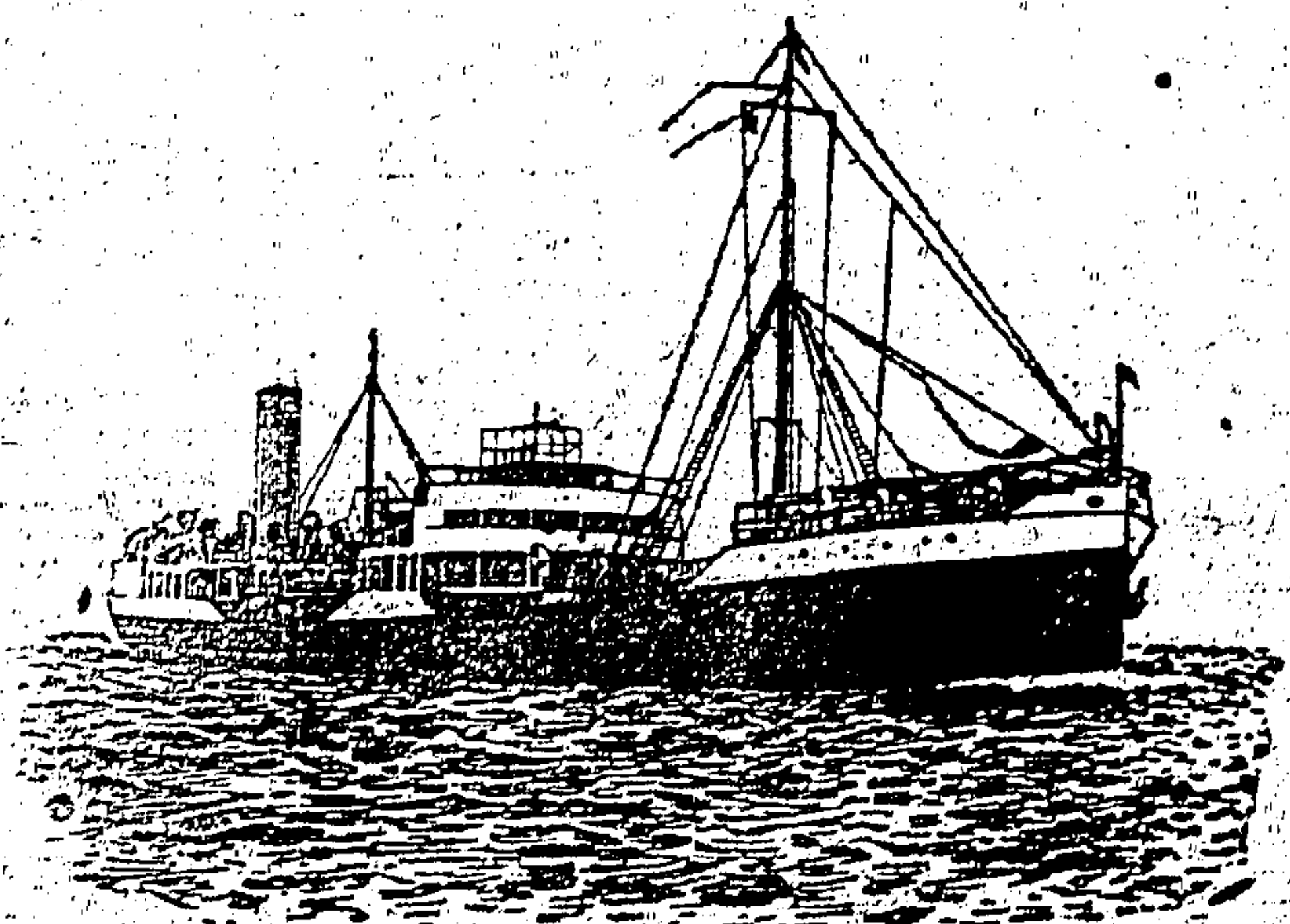
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Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

THE BANK LINE, LTD.
AGENTS FOR THE FOLLOWING SERVICES.**NEW YORK BOSTON & BALTIMORE**
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF DURBAN" ... via Suez Canal ... 25th Apr.
S.S. "KANSAS" ... via Suez Canal ... 19th May**BOSTON & NEW YORK**
AMERICAN & ORIENTAL LINE

S.S. "MARISTON" ... via Suez Canal ... 30th Apr.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "TRAFFORD HALL" ... 21st Apr.
S.S. "CITY OF ATHENS" ... 2nd May
S.S. "CITY OF GLASGOW" ... 14th May

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINES.S. "SIRAT" ... Sails Hongkong, 25th Apr.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay, and Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4701.

BOSTON, NEW YORK & BALTIMORE
Joint Service of the**BLUE FUNNEL LINE**

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. "HELENUS" ... via Suez Canal ... 19th Apr.
S.S. "CITY OF DURBAN" ... via Suez Canal ... 25th Apr.
S.S. "JASON" ... via Suez Canal ... 7th May
S.S. "KANSAS" ... via Suez Canal ... 19th May

*Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD., CANTON.****M. MESSAGERIES MARITIMES M.**
SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailings for Japan	Probable Sailings from Hongkong for Marseilles
ANGERS	—	—	12th Apr. 1925
PAUL LECAT	—	—	25th Apr. "
ANDRE LEBON	12th Mar. 1925	13th Apr. 1925	10th May "
AMBOISE	26th Mar. "	27th Apr. "	24th May "
ORANTILLY	9th Apr. "	11th May "	7th June "
FORTHOES	23rd Apr. "	25th May "	21st June "

RATES OF PASSAGE MONEY TO MARSEILLES(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) ... 85.00 Od. B CLASS (1st Class) ... 83.00 Od.
SPECIAL 1st ... 88.00 Od. STEAMERS 1st ... 80.00 Od.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "COMMISSAIRE RAMEL" ... loading for HAVRE, ANTWERP

S.S. "COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE is due to arrive about 22nd April.
Sailings subject to alteration without notice.For full Particulars, apply to—
MESSAGERIES MARITIMES CO., 3, Queen's Buildings.
Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION.**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON**NEW YORK**S.S. "SIBERIAN PRINCE" ... 1st May, 1925.
S.S. "MOORISH PRINCE" ... 1st June, "

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED
(Incorporated in Great Britain)
King's BuildingTelephone: Central 5165
Telegrams: Furness.**P. & O., British India**
Apcar and
Eastern & Australian
Lines(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, ORIENT, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY**
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,098	18th Apr.	Mars., L'lon., A'werp. & H'k.
"NAGPORE"	8,383	21st Apr.	S'pore, Penang, Colombo & B'bay.
"LAORE"	8,383	28th Apr.	Singapore & Bombay.
"MADEONIA"	11,089	2nd May	Marseilles & London.
"ALIPPORE"	8,372	13th May	Singapore, Penang, & Bombay.
"SARDINIA"	8,384	18th May	S'pore, Penang, Colombo & B'bay.
"SOUDEAN"	8,096	28th May	Marseilles & London.
"NAGOYA"	10,911	30th May	Marseilles & London.
"SICILIA"	8,318	31st May	S'pore, Penang, Colombo & B'bay.
"KALYAN"	8,118	10th June	Mars., London & Antwerp.
"MALWA"	10,941	13th June	Marseilles & London.
"DELTA"	8,097	27th June	S'pore, Penang, Colombo & B'bay.
"KARSHIR"	8,383	8th July	Mars., London & Antwerp.
"SARDINIA"	8,384	11th July	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	22nd July	Marseilles & London.
"KARSHIR"	8,097	28th July	Marseilles & London.
"MADEONIA"	11,089	2nd Aug.	Marseilles & London.
"NAGPORE"	8,383	8th Aug.	Marseilles & London.
"KARMALA"	9,123	18th Sept.	Marseilles, London, & A'werp.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	24th Apr.	Singapore, Penang & Calcutta.
"TILAWA"	10,006	30th Apr.	do.
"TALAMBA"	8,018	6th May	do.
"TAKLIWA"	7,938	21st May	do.
"TAIRA"	7,933	28th May	do.
"TAKADA"	8,949	4th June	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th April	Mars., London, Thursday
"TANDA"	6,958	3rd June	Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	1st July	do.
"ST. ALBANS"	4,500	29th July	do.
"TANDA"	6,958	2nd Sept.	do.
"ARAFURA"	6,000	30th Sept.	do.

*S.S. "TANDA" calls at Kolambangan.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, H'k., Cebu, Kolambangan, Tawau, Timor, Darwin, or other ports en route as indicated on the following—
Freight connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"TALAMBA"	8,018	15th Apr.	Amoy, Shanghai & Kobe
"SARDINIA"	8,384	17th Apr.	Shanghai, Kobe & Yokohama.
"NAGOYA"	8,384	23rd Apr.	Shanghai, Moji & Kobe.
"TAKLIWA"	7,938	28th Apr.	Kobe
"SOUDEAN"	8,096	1st May	Shanghai, Moji, Kobe & Yokohama.
"TAIRA"	7,933	8th May	Shanghai & Kobe.
"TANDA"	6,958	9th May	Moji, Kobe & Yokohama.
"KALYAN"	8,118	15th May	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,318	15th May	Shanghai & Kobe.
"TAKADA"	8,949	17th May	Kobe
"MANTUA"	10,941	22nd May	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	6th June	Moji & Kobe.
"KARSHIR"	8,383	12th June	Shanghai, Moji & Kobe.
"DELTA"	8,097	12th June	Shanghai, Moji & Kobe.
"MANTUA"	10,902	28th June	Shanghai, Moji & Kobe.
"SARDINIA"	8,384	28th June	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th July	Moji & Kobe.
"TANDA"	6,958	10th July	Shanghai, Moji & Kobe.
"SOUDEAN"	8,096	10th July	Shanghai & Kobe.
"MADEONIA"	11,089	24th July	Shanghai Moji & Kobe.
"KARMALA"	9,128	7th Aug.	Shanghai & Kobe.
"SICILIA"	8,318	7th Aug.	Moji, Kobe & Yokohama.
"TANDA"	8,958	8th Aug.	Shanghai.
"NAGPORE"	8,383	21st Aug.	Shanghai, Moji & Kobe.
"KALYAN"	8,118	4th Sept.	Moji, Kobe & Yokohama.
"ARAFURA"	6,000	5th Sept.	Shanghai & Kobe.
"MALWA"	10,941	18th Sept.	Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	3rd Oct.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Parcels Measurement not more than 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—
MACKINNON-MACKENZIE & CO.
P. & O. Building, Commercial Road Central, HONGKONG Agents.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.****REGULAR SERVICE** of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent outside.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

S.S. "HAICHING" ... Capt. W. S. Turnbull ... Friday, 10th Apr. at 1 p.m.
S.S. "HAIHONG" ... Capt. Ellis Walker ... Friday, 17th Apr. at 1 p.m.
*Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fuchow (Parade Anchorage) and Return by the same Steamer by the "HAIHONG," "HAICHING" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers**CHINA NAVIGATION CO., LIMITED.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SHANGHAI & TIENTSIN	"NANCHANG"	On 11th Apr. 4 p.m.
SWATOW & BANGKOK	"KAIYANG"	On 12th Apr. 11 a.m.
SHANGHAI & SHANGHAI	"SUNNING"	On 12th Apr. 11 a.m.
SHANGHAI & TIENTSIN	"LIANGCHOW"	On 12th Apr. 4 p.m.
AMOI & SHANGHAI	"SINKIANG"	On 12th Apr. 5 p.m.
SWATOW, SINGAPORE & BANGKOK	"KIUNGCHOW"	On 14th Apr. 11 a.m.
SHANGHAI & TIENTSIN	"LUCHOW"	On 15th Apr. 11 a.m.
SHANGHAI & NEWCHOW	"TAIHOI"	On 15th Apr. 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"TAKING"	On 15th Apr. 11 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 16th Apr. 11 a.m.
WHAHWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 16th Apr. 4 p.m.
AMOI, SWATOW & SINGAPORE	"KIANGSU"	On 16th Apr. 11 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 19th Apr. 11 a.m.
HOIHOW & SINGAPORE	"KWEIYANG"	On 22nd Apr. 10 a.m.
HOIHOW & BANGKOK	"TEAN"	On 25th Apr. 10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation available, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and returning to Fuchow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct to Fuchow). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.**BANGKOK LINE**—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.For Freight or Passage apply to—
BUTTERFIELD & SWIRE.
Telephone Central 22.
CARGO AND PASSAGE CAN BE OBTAINED AT THE OFFICE OF BUTTERFIELD & SWIRE.**AUSTRALIAN ORIENTAL LINE****HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.**
SAILINGS SUBJECT TO ALTERATION.

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Bango, Thursday 1st, & Ana. Ports on or about
"TAIWAN"	4th May	3rd May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—
BUTTERFIELD & SWIRE.
Telephone No. Central 22. Agents.**DODWELL & CO., LTD.****NEW YORK BERTH.**

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE" ... Sails 10th May

LLOYD TRIESTINO.**REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR**
BRINDISI, VENICE AND TRIESTE (Fiume).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
EGG.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "DUCHESSE D'AOSTA" ... Sails about 12th Apr.
S.S. "SILVIO PELLICO" (cargo only) ... Sails about 18th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PIRELLA" ... Sails hence on or about 13th Apr.
S.S. "DUCHESSE D'AOSTA" ... Sails about 2nd May**RATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMONA" ... Sails about 16th April
S.S. "UMZUMBI" ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage or any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1076.

Agents

**KONINKLYKE PAKETVAART**
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE STEAMSHIP

"VAN CLOON"

9th April, 1925.

For SINGAPORE, PENANG and BELAWAN-Deli DIRECT.

Offers excellent Saloon accommodation.

All lower berths

English cuisine

Doctor carried.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574.

Yong Building, CHARTERS ROAD.

POST OFFICE NOTICE

EASTER HOLIDAYS

On Good Friday the 10th inst., Saturday, the 11th inst., Easter Monday, the 13th inst., the G.P.O. and Branch Post Offices will be open as follows:—
The G.P.O. and Kowloon and Shamshipo Branches—8 a.m. to 9 a.m. on each day.
Shengwan Branch—8 a.m. to 9 a.m., and 5.30 p.m. to 6 p.m. on each day.
Wanchai, Saiyingsun and Yauwai Branches—8 a.m. to 9 a.m., and 5 p.m. to 6 p.m. on each day.
There will be one collection from the pillar boxes and one delivery of ordinary correspondence each day as on Sundays, and also one delivery of registered correspondence each day at 9 a.m.
There will be one delivery from the Branches each day at noon.
The Money Order Office will be entirely closed during the holidays.
The transmission of Radio Telegrams to Swatow is suspended.

INWARD MAILS.

FROM	PER	DATE
Europe via Negapatam (Papers only, London, 12th March) ...	Fookiang ...	11th April.
SHANGHAI ...	Sinkiang ...	11th April
SHANGHAI ...	Luchow ...	11th April
CANADA, U.S.A., JAPAN & SHANGHAI ...	Emp. of Australia ...	12th April
U.S.A., HONOLULU, JAPAN & SHANGHAI ...	Pres. Moore ...	12th April
SAIGON ...	Andre Lebon ...	12th April
MANILA ...	Pres. Jackson ...	14th April
AUSTRALIA AND MANILA ...	Mishima Maru ...	15th April
JAPAN & SHANGHAI ...	Shidzuoka Maru ...	18th April
U.S.A., CANADA, JAPAN & SHANGHAI ...	Pres. McKinley ...	18th April
STRAITS ...	Hakosaki Maru ...	20th April
JAPAN ...	Aki Maru ...	21st April
JAPAN & SHANGHAI ...	Hakone Maru ...	24th April

OUTWARD MAILS.

FOR	PER	DATE
Swatow, Amoy and Hongchow ...	H. H. Oing ...	Friday, 10th, 9.00 A.M.
Swatow, Ceylon, India, Mauritius, E. and S. Africa ...	Atkins Maru ...	9.00 A.M.
Shanghai ...	Anchong ...	9.00 A.M.
Shanghai ...	Provenant ...	9.30 A.M.
Shanghai, Japan, Honolulu, *Canada, *U.S.A., C. & S. America and Europe via San Francisco—due San Francisco, 5th May ...	Parcels ...	10th, 9.00 A.M.
Shanghai and South Africa ...	Pres. Lincoln ...	Saturday, 11th, 9.00 A.M.
Haitow and Haiphong ...	Hawaii Maru ...	9.00 A.M.
Seigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Adon, Egypt and Europe via Marseilles—due Marseilles, 12th May ...	Leasing ...	Sunday, 12th, 8.30 A.M.
Swatow, Amoy and Formosa ...	Angers ...	9.00 A.M.
Swatow and Bangkok ...	Hozan Maru ...	9.00 A.M.
Macao ...	Liangchou ...	9.00 A.M.
Manila, *Straits, Ceylon, India, Mauritius, E. and S. Africa ...	Koying ...	9.00 A.M.
Straits & Egypt ...	Sui An ...	Monday, 13th, 8.15 A.M.
Shanghai and Japan ...	P. de Monro ...	9.00 A.M.
*Swatow & Bangkok ...	Laomendon ...	9.00 A.M.
Swatow ...	Andre Lebon ...	9.00 A.M.
Amoy ...	Helios ...	9.00 A.M.
Swatow and Bangkok ...	Hydrangea ...	9.00 A.M.
Swatow ...	Sinkiang ...	9.00 A.M.
Japan and Honolulu ...	Kwaileang ...	Tuesday, 14th, 8.30 A.M.
Shanghai, Japan, Canada, U.S.A., Central & S. America, & EUROPE via Victoria, B.C.—due Victoria, B.C., 4th May—and Europe via Siberia (correspondence specially superscribed "via Siberia" only) ...	Anyo Maru ...	Wednesday, 15th, 10.30 A.M.
	Hinsang ...	10.30 A.M.
	Pres. Jackson ...	Parcels ... Noon
		Registration ... 2.45 P.M.
		Letters ... 3.30 P.M.

*Correspondence bearing vessel's name only

COMMERCIAL.

OPENING QUOTATIONS.

April 9th, 1925.

ON LONDON.—	Telegraphic Transfer	...	2/3
	Bank Bill, on demand	...	2/3 1/16
	Bank Bill, at 30 days' sight	...	2/3 1/16
	Bank Bill, at 4 months' sight	...	2/3 1/16
	Credits, at 4 months' sight	...	2/3 1/16
	Documentary Bill, 4 months' sight	...	2/3 1/16
ON PARIS.—	Bank Bill, on demand	...	54
	Credits, 4 months' sight	...	55 1/2
ON NEW YORK.—	Bank Bill, on demand	...	nom.
	Credits, at 30 days' sight	...	nom.
ON HONGKONG.—	Telegraphic Transfer	...	150 1/2
	Bank Bill, on demand	...	150 1/2
ON CALCUTTA.—	Telegraphic Transfer	...	150 1/2
	Bank Bill, on demand	...	150 1/2
ON SHANGHAI.—	Bank Bill, at sight	...	nom.
	Private, 30 days' sight	...	nom.
ON YOKOHAMA.—	On demand	...	106 1/2
ON MANILA.—	On demand	...	96 1/2
ON CEBU.—	On demand	...	106 1/2
ON BATAVIA.—	On demand	...	nom.
ON BANGKOK.—	On demand	...	83 1/2
	SOVEREIGNS, Bank's Buying rate	...	86 1/2
	GOLD LEAF, 100 fine, per tola	...	47 1/2
	BAR SILVER, per cent.	...	31 1/2